

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADING REPORT.
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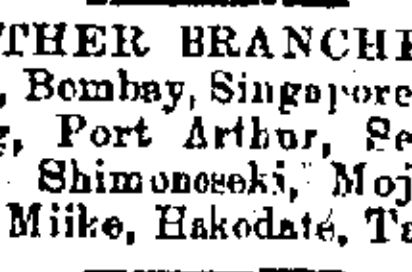
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[1905]

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The Daily Press.

HONGKONG, MAY 12th, 1906.

GENERAL CHANG, the Chinese Minister at Berlin, is reported by the *Berliner Tageblatt* to have given utterance to some very "frank" expressions on the subject of the future of China. Frankness is so little the ordinary characteristic of Chinamen, especially of those connected with official or diplomatic life, that we may, without being unduly suspicious, take any declaration of this kind with the proverbial grain of salt, or at least imagine it is possible that it was made with some ulterior object. The Chinese representative is stated to have said that recent political and military events had taught China that "thorough-going reform in every department was a vital question for the Chinese Empire"; adding: "It would be necessary to begin with the Army and Navy, in order to be able to withstand the pressure of too zealous friends and to order Chinese affairs in accordance with Chinese wishes and needs. Then, if Chinese integrity were at stake and it were necessary to repel unsolicited advice, the world would find as much to surprise them in China as they had found in Japan. Their soldiers were excellent military material, and if equipped with modern weapons could not possibly be conquered." He added that the Chinese were as little inclined to accept a "Japanisation" of their country as an "Anglicization" or "Russification." This of course sounds very well, but unfortunately CHANG's scheme of reform, like most things Chinese, begins at the wrong end. If China cannot see further than her old dream of somehow being able to improve her material resources so as to be capable of opposing foreign nations, after which she will be in a suitable position to commence reforms in earnest upon Chinese lines, she

must have learnt very little of late years. It is quite true that if the reforms in her Army and Navy were accomplished she would be in a good position for other reforms; but the difficulty is that these very reforms in her Army and Navy cannot be attained unless preceded by other administrative reforms of a much more pressing nature. Efficient work from the Army and Navy cannot be hoped for without a definite and strong national spirit uniting the whole country, an effective administration to keep the Empire together under the strain war necessarily induces, and, before all things, such an absence of corruption in the public service as will at least secure regular and punctual payment of the troops. China, as she is at the present time, is conspicuously defective in all these requisites, and the mere possession of "foreign methods" will not be sufficient to give her success in any serious or prolonged struggle while this internal mal-administration continues. The army itself is not sufficiently centralized to make it reliable in any national crisis. But apart from this, the whole system of corruption in administration must be done away with before China can rely upon other forces, however well they may be schooled in foreign tactics or supplied with foreign arms. The policy which CHANG so boastfully advocates is, after all, only China's old one of trying to learn from foreign nations the knack (as she deems it) of doing various things and then attempting to do them her own way, and before she has thoroughly mastered all connected with them. This China has done repeatedly, and always with the same results. She learns a certain amount from Europeans and then sets to work to apply her knowledge in what she thinks is an improved way, that is, by endeavouring to reconcile it with her old-fashioned modes of procedure, not recognising that the latter are radically wrong; so that any instruction she receives in improved methods either as to warfare or as to civil administration ends by being of very little practical use, and is certain to fail her in the time of need. It is characteristic of Chinese conceit to assume that China has only to pick up a few hints from foreign nations and Japan to become more than equal to the latter. Something of this kind has always been her one idea, though it might be hoped she would be able to take a juster view of the facts at the present day. Her study of "foreign methods" will lead her but a little way, unless she realises the fact that the first thing that is necessary is a thorough reform in her internal administration. It is to be hoped for her own interests, as well as those of foreign nations, that she may at last find out where her real difficulty lies. It is not the want of warlike knowledge or implements, but the want of national coherence which causes her weakness; and if China hopes to be able to take her place among the nations, it is in the latter direction that she must first endeavour to reform. Such reform must be a process of considerable time, and during its progress, if it is ever honestly inaugurated, many useful lessons must be learnt from simple experience, and with these lessons it may be hoped that China will awake to the fact that she has a far better chance of maintaining her integrity by friendliness with foreign nations than by endeavouring to thwart the march of progress by adopting an attitude of contemptuous defiance and threatening the outside world with the "surprise" that awaits them, should they continue to offer her unsolicited advice.

The German mail of the 11th April was delivered in London on the 10th inst.

Regimental bathing parties begin on Monday. As yet, with the exception of the Y. M. C. A., the civilian parties have not begun. The water is still cold, but a few hours of uninterrupted sunshine should make a difference.

There were twenty-two plague cases reported yesterday, and fifteen of them were fatal. Two corpses were picked up in the street, and another on the hillside above Bowen Road. Another was taken from a sampan in the harbour.

The King has been pleased, by Letters Patent, dated 28th February, 1906, to change the designation of the colony of Lagos to "Southern Nigeria," and to make fresh provision for the Government thereof from a date hereafter to be fixed.

It was reported to the police yesterday that on the night of the 9th instant a Chinese girl went to a shop at No. 10, in Ku Lane to buy some sweetmeats. While waiting to be served she stood under a shelf on which bags of sugar were stacked. The shelf gave way and fell on top of her. She was hastily extricated, and was being taken to the Tang Wa Hospital when she died.

The Government of India is to be represented at the Postal Congress at Rome by Mr. Hermann M. Kisch, C.S.I., formerly a Commissioner in Bengal, and Acting Director-General of the Post Office of India; and Mr. Edward Anthony Dorn, Postmaster-General of Bengal.

Japanese papers state that the losses to property sustained through the recent earthquakes in Formosa have reached ¥13,000,000. The Formosan Government has spent ¥1,380,000 for relief purposes, and the fund raised by the Taiwan Kiokai (the Formosa Society) amounts to ¥57,000.

To-night is the last opportunity the Hongkong public will have of witnessing the wonderful performances of Mr. H. Thurston, and no doubt the City Hall will be as well filled as it has been during the week. A change of programme will be made this afternoon, beginning at 3.30 p.m.

During the month of February 49,577 cwt. of gold, valued at Rs. 28,27,387, were extracted from the Indian gold mines. The output for the eleven months (April to February) was 575,777 cwt., valued at Rs. 3,28,53,773. Of this amount 563,631 cwt., valued at Rs. 3,21,61,773 stands to the credit of Mysore. The mines in the Nizam's Territory yielded 12,096 cwt., valued at Rs. 6,92,000.

The following is the menu at the Hongkong Hotel this evening:

Dinner—Roast Pigeon—Eggs à la Russe, Soup—Fish—Boiled Kidney and Parsley Sauce, Sautéed Lamb Cutlets and Green Peas, Fried Potatoes and Sautéed Peas, Curry—Parses, Joints, &c.—Roast Ribs of Beef and Horseradish, Roast Capon and Bread Sauce, Boiled Onions and Potato Stacks, Cold Turkey Pie and Mixed Salad, Sweet—Mascarpone Pudding, Strawberry Ice Cream and Figs à la Crème, Apple Tart, Pique Cake, Dessert—Coffee—Fruit.

The *Indian Trade Journal*, discussing cotton spinning in 1905, says:—"The exceptional activity that has prevailed through the industry during the past twelve months, the heavy demand in all directions, and the large profits known to have been made, entitle us to say that for many months every available spindle in India was working to its utmost capacity." Each spindle produced an average of over eleven lbs. per month.

The remains of Mr. Don's O'Keefe, who died at the Government Civil Hospital on Thursday, were interred in the Catholic Cemetery at Happy Valley yesterday afternoon. The deceased, who had been in the Sanitary Department for about five years, had a large circle of friends, who will regret to hear of his untimely end. His remains were followed to their last resting place by a large number of Sanitary Inspectors, also by the Volunteers, of which body deceased was a member.

Many West End firms are at present exhibiting dainty silk pyjamas against a background of any lingerie. Inquiries by a press representative elicited the fact that these artistic sleeping suits have replaced the Empire "role de nuit" in the hearts of fair customers. The managers of a Bond-street firm has received an order for half-a-dozen pyjama suits from an up-to-date society dame. "They are to be made in the palest shades of silk, hand embroidered with flowers," the manager said. "Our customer has particularly asked us not to forget the little coat pocket and we have been ordered to provide silk pocket handkerchiefs to match each suit."

The new *Tsai* of Hankow, Chin Kuai-lung, who according to a Wuhan dispatch has been transferred to Hankow from the Ichang Taotai-ship, was expected to take over the reins of the Hankow Taotai-ship recently. This official, says the *N.C. Daily News*, is a younger brother of Chin Kuai-lung, the new Governor of this province at Soochow. Both brothers took an active part in anti-foreign politics during the Boxer uprising of 1900, and it comes as a surprise to all who are acquainted with the Boxer antecedents of the two brothers how they managed to escape the punishment they really deserved while men not half as guilty were made to suffer loss of rank and even life itself at the hands of the avenging allies.

The *Dry Goods Economist* says:—"That a telegraph company is responsible for errors in the transmission of despatches was the ruling of the Supreme Court Justice, Madhoo, of Brooklyn, this week. The case turned on an error made in a telegram sent by a southern mill in response to the request of a big concern in New York for prices on a quantity of cotton cloth. The mill wired, 'two eighty for narrow three eighty for wide cloth.' The message as delivered read, 'two-eighty' and 'three-eighty,' and as a consequence the big firm made a contract which netted them a loss of \$21,837.57. They sued the Postal Telegraph Cable Company for the amount, and the verdict of the lower court has been sustained."

In Calcutta recently, says *Truth*, a young Scotsman said to have been discharged from the Royal Garrison Artillery, was brought up at the Police-court on a charge of vagrancy. He said that he was homeless and destitute, and desired to be sent home, and the magistrate advised him to apply to the authorities. The Calcutta *Statesman* remarks that it is "not desirable that soldiers should be discharged in India and incur the risk of destitution." I should think not, and I am surprised to learn that such a case as this can occur. The Army Act provides quite clearly that a soldier serving abroad is entitled to be brought home to be discharged. It is possible that the man was discharged by sentence of a court-martial; but even if this be so it is manifestly cruel and wrong, as well as illegal, that he should be left stranded in India. I imagine, too, that there will be strong objections in India and the Colonies to this method of getting rid of unwanted soldiers.

TELEGRAMS.

[REUTERS SERVICE.]

RUSSIA.

LONDON, May 9th.

The Duma will assemble on the 10th inst. There will be an elaborate ceremonial: the Tsar will give a speech from the throne in the winter palace; the new fundamental laws of the Empire will be promulgated, asserting autocratic power, and limiting the powers of the Duma.

Great consternation was caused at a meeting of Liberals in St. Petersburg last evening, at which several members of the Duma were present, by the meeting being broken up by troops.

THE BRITISH MINISTER TO CHINA.

LONDON, May 9th.

Sir John Jordan succeeds Sir Ernest Satow as British Minister at Peking.

[Sir John Nevill Jordan, K.C.M.G., was Resident Minister at Seoul from 1901 to the beginning of the Japanese protestations against the evacuation of Korea from 1896 to 1898, when he went to Korea. He is a public Irishman, sits a horse like a Centaur, and can manage Oriental diplomats as well as he manages a horse.—Ed.]

THE JAPANESE TRADING SQUADRON.

LONDON, May 9th.

The Japanese training squadron has arrived at Melbourne; extensive official preparations have been made for its reception.

INSANITARY AREAS.

MORE RECLAMATION PROPOSED.

At noon to-day the Sanitary Board assembled to consider the advisability or otherwise of closing a block of three houses known as Nos. 94, 96, and 98, Reclamation Street, Mongkok.

THE INDIAN TRADE JOURNAL.

Through the Hongkong Chamber of Commerce we have received an early number of *The Indian Trade Journal*, a new weekly issued by the Commercial Intelligence Department of the Indian Government. We regard this publication with considerable professional interest, as it has been objected to in India as a departmental trespass on a field of private enterprise already well covered. One journal protested that if the government were determined to run a newspaper, it should at least provide an adequate staff; and the suggestion was made that the staffing arrangements were inadequate. Following is an extract from the second number which seems to illustrate that point:—"There were unfortunately in the first issue of the *Indian Trade Journal* typographical errors not a few. Some of these were of a nature merely calculated to annoy. There were others of a serious kind, such as the misprint in a note on the gold production of the world, on page 7, where the table showing the output of gold for the years 1886 to 1905 was headed 'rupees instead of pounds sterling.' Otherwise, we are bound to admit that it looks a very creditable production, and one likely to be useful to those who are interested in Indian trade. Various brief extracts are reproduced in other parts of this paper."

OLD INDIAN GOLD MINES.

A Bangalore correspondent states that a discovery of extensive ancient workings, believed to have been for gold, has been made in the Tharikere Taluk, near the site of the important ancient city of Ratanapuri. These ancient workings, which are believed to be at least seven centuries old, are said to extend, at short intervals, for something like fifteen miles—which is a longer distance than those either in Kolar or Dharwar—and should the reefs prove to be payable below the points at which the old men ceased working a discovery of vast economic importance to the State will have been made. It is believed that the area has been applied for by some of the leading gentlemen in Madras, and that the services of Messrs. John Taylor and Co., who have done so much for Indian mining, will probably be requisitioned to develop the field should the expert reports confirm the private opinions formed of it.—*Times of India*.

RADIUM USELESS YET.

Some further marvels of radium were explained in a lecture on the "Corpuscular Theory of Matter," delivered at the Royal Institution recently by Prof. J. J. Thompson. It was known, he said, that in the course of an hour one gramme of radium would give out sufficient heat to raise a gramme of water from freezing point to boiling point. On the average a radium atom fired for more than a thousand years, and it was only when the atom became unstable that its energy was liberated.

Professor Thompson expressed his own opinion that this was due to the loss of equilibrium in the systems which were retaining in the atom. His rotation was not sufficient to preserve equilibrium. The energy of radium displayed itself only at the death-bed of the radium atom.

It was said that there was as much energy in a pinch of radium as would carry an Atlantic liner across the Atlantic at full speed. That was quite true, but it was by no means claimed that a pinch of radium would carry a liner across the Atlantic, for though radium possessed so much energy, it gave it off at an uncommonly slow rate. He had calculated that to propel an Atlantic liner across the Atlantic in six days 100 tons of radium would be required.

One of the most frequent applications of science was the promotion of bogus companies. He had heard of a company which was to integrate the atoms of ordinary substances, creating such energy that coal would soon cease to be of any value. Last year Professor Bunsen, of Yale, carried through some interesting experiments to ascertain if it was possible to get even a little trickle of energy out of these substances. The amount of energy obtained was just about equivalent to the work done by a fly going up a window pane.

CANTON.

(FROM OUR CORRESPONDENT.)

May 10th.

A CHINESE COMEDY.

Expectant Magistrate Cheong, at present doing duty as deputy at the Chief Police Station, is an equestrian. His pony is a good one, his saddle best English make, and as he ambles through the narrow streets to the office every day, his sword dangling against the ribs of his Rosinante, he cuts a fine figure, and knows it.

His groom is a character, too, in his way. He is a welcome and familiar figure at the fan-tan table, notwithstanding that he has had a long run of luck. The fan-tan people "lay low and said nothing," and the other day the luck turned. They cleaned him out. He pawned his master's fine English saddle, and sold the pony for \$20 to a Bannerman, and disappeared. The Bannerman ambled through the narrow streets, cutting as fine a figure as the legitimate owner, until arrested. Now they are hunting for the gambling groom.

THE NEW BUND.

The new bund from the steamers' wharves down to Dutch Ferry is nearly completed and is fairly well done. Trees are being planted all along, and when the place has been trimmed a bit and the surplus materials removed, it will undoubtedly improve the appearance of this side of the City.

THE FLOODS.

Viceroy Shau returned on May 8th from his tour of inspection to the districts most affected by the recent floods. The district that has suffered most is the Poon Ya district, where numerous dykes have been washed away. The floods having somewhat subsided the Fatsan line has resumed running, but the trains travel slowly so as to avoid accidents.

AN "INTERNATIONAL AFFAIR."

It is reported that on the 6th inst. a foreigner accidentally shot a sampan girl and killed her. The matter was about to be amicably settled when the Nam-Hoi Magistrate learning about the affair sent for her mother or mistress, and told her that this being an international case it could not be settled out of court. The hearing of the case is proceeding.

CORRESPONDENCE.

THE NEW ENGLISH CHURCH
AT KOWLOON.

TO THE EDITOR OF THE "DAILY PRESS."

St. John's Cathedral,
Hongkong, May, 1906.

DEAR SIR,—As perhaps some of your

readers would like to have some share in the

provision being made of a Church at

Kowloon (for all-English-speaking members

of the English Church), we take this opportunity

of informing you that the St. Andrew's

Church Fairs Committee will gladly

receive any help in aid of the General Fund

for furnishing and equipping St. Andrew's

Church, Kowloon, the gift of Sir Paul Chater

to the Colony, now approaching completion.

The generous donor of the fabric is adding to

his original gift stained glass windows for the

East end. The Bishop of Victoria is providing

a Holy Table Chancel and Choir Seats, the

Public and Reading Desk. Mr. A. Bryor (the

honorary Architect) is giving a brass Lectern.

The Communicants of St. John's Cathedral

and the Peak Church (through Mr. Johnson,

the Cathedral Chaplain) have presented

Communion Plate. Mr. E. C. Lewis has given

a set of Linen for the Holy Table; Mr. W.

King has presented Service Books, and the

S. P. C. K. are making a grant of Prayer

Books. The Daily is being furnished by Mr.

E. Osborne's generosity, with a Pair of

Tabular Bells; and Mr. E. C. Wilks is installing

Electric Light throughout the Church.

The Rev. P. T. Johnson has further under-

taken the provision of a Font, and Mr. J.

Piemmer has offered to present a brass Cross

for the Communion Table.

There remain many other things, not yet

provided, though indispensably necessary, as

for instance, Seats for the Congregation

(estimated to cost about \$1,500), an Organ—or

a sufficient substitute—Punkahs, Vestry

Furniture, an Alms Dish, Alms Bags, Kneelers,

Hymn Books, &c., &c. To provide these, and

many other things, requisite for the Church

when opened and consecrated for Divine

Service (as we hope it shortly may be) a

general fund was recently started by the

Bishop, whose personal appeal obtained for us

a nucleus of over 800 kindly subscribers by

a few firms and individual donors.

We wish to open the Church without any

debt upon its necessary furnishings, and should

be greatly relieved and encouraged to find that,

by means of this general appeal, rather than

by personal solicitation, a sufficient response

should be called forth to enable us to have all

things necessary against the date of the

Consecration of the Church.—Yours very

sincerely,

ARTHUR J. STEVENS,

Chaplain of St. Andrew's and

pro. tem. A. G. Chap'n, St. John's Cath.

LATEST STEAMER MOVEMENTS.

The Indo-China str. *Namang* left Calcutta

for this port via the Straits on the 5th inst., and

may be expected here on or about 21st inst.

The J. C. J. Lijn str. *Tjiluweng* left Kobe

via Amoy for this port on the 9th inst., and may

be expected here on or about the 22nd inst.

The H.A.L. str. *Ardia*, from Hamburg, left

Singapore for this port on the 11th inst., at

8 a.m., and may be expected here on or about

the 16th inst.

The Ben Line str. *Beaumont*, from Antwerp

and London, left Singapore on the 10th inst.

for this port.

THE HOUSING OF THE PEOPLE.

SECOND INTERVIEW.

In our previous interview, we gave the opinions of a Chinese politician. Here we have the point of view of an English member of the Sanitary Board, who appreciates the position of the landlord.

Mr. Shelton Hooper, when waited upon by our reporter, expressed his opinion on the subject very freely.

The resumption of property, as indicated in the *Daily Press* yesterday, is not carried out simply because the people are overcrowded there but also because the houses are crowded together.

Because they are insanitary?

Yes. These houses were built years ago without any regard to sanitary requirements. Of course they had to comply with the law of that time. The land, it should be remembered, was sold by the Government on condition that it be laid out in conformity with the laws of the Colony. There was no Public Health or Buildings Ordinance then with such stringent regulations as to-day, consequently when people were invited to purchase land put up for sale by the Government they naturally made the most of their land. It was sold in the open market for as much as it would bring over and above the upset price, and in later years when the city is found to be overcrowded from a sanitary point of view the Government and the public generally are only too ready to blame the poor owners, forgetting that the owners are to-day paying the Government by way of premium and Crown rent for what they got, and the Government also derives the benefit from the extra rates assessed on the enhanced rentals.

About the property resumed?

The Government, in resuming such insanitary property, have only to pay the market value apart from certain illegal or undesirable conditions which enhance its value.

But in effecting such clearance, is the result not to overcrowd districts that are already densely populated? Is not that inevitable?

No. That would apply if there were not sufficient unoccupied tenements in the Colony to accommodate all those who have been displaced. Were there no houses to which these people could go there would certainly be great hardship entailed in carrying out the resumption of insanitary property. If the demand for houses were greater than the supply and the rents became abnormally inflated, of course the owners would benefit, but such is not the case to-day. I venture to say there are some hundreds of tenements in the Colony to-day ready to receive people displaced.

But apparently the displaced people don't take advantage of these vacant houses. What do you think is their objection to them?

The Chinese like to crowd together. It is "Olo custom." They object to remove from their old haunts. When the resumptions were contemplated, buildings were erected extensively in different parts of the city, but the houses are still empty.

And the Government hoped to get the people to move to the new houses?

Yes, the Government hoped thereby to mitigate the overcrowding, but so far that has not resulted. The Government have been enforcing the provisions of the Ordinance against overcrowding, the people have remained where they were. The attention of the Sanitary Board was called to the matter and the Authorities have since shown greater activity in enforcing these regulations.

And you think no hardship is created?

So far as I can see, no. They may suffer inconvenience by having to move onwards and walk a little to their work, but by being displaced and going to live in those houses in the outlying districts it will cost them no more in rent. Rents there are cheaper than in the central district, and it would be an inconvenience for them to walk a mile or half-a-mile. The British workman has to do it.

You suggest that the cost of tramway fares, if they chose to ride, would be compensated by the reduced rents?

Yes; and if they chose to walk they would make money. Of course, this does not apply to Shantivan or other distant villages. That would be too far for them to walk to work. The further you get from the centre the cheaper the rents. When the regulations against overcrowding are enforced, and the people cannot find accommodation, then will be the time to cry out, but at present Wanhsai district is overbuilt. In anticipation of the overcrowding regulations being carried out owners have provided houses in the outlying districts.

Then, to sum up, you assert that no hardship results to the Chinese by these properties being resumed?

I do. There can be no hardship while there are hundreds of empty houses within easy access.

This ended the interview.

YIDDISH OPERA.

Two Yiddish theatrical companies made their appearance in London last month.

The Yiddish Operatic and Dramatic Company, directed by Mr. Sam Schilling, has taken the Pavilion Theatre, Mile End, for two or three months; while Mr. Waxman's Yiddish Operatic and Dramatic Company, which has just returned from Johannesburg, is at the Standard Theatre, Shoreditch.

The plays and operas at both houses will be in Yiddish, but the Yiddish-speaking population of London is so large and so devoted to the theatre that both theatres are likely to be crowded, said the *Express*.

The company at the Pavilion comes from Lemberg, in Galicia, although its prima donna, Mine Dvish, has been playing in New York for three or four years. Most of the Company know no English. They have a repertoire of about sixty plays, operas, and operettas, many of which deal with Jewish history.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Letter's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FOR SALE.

THE TWO MOTOR BOATS "XPONG" and "BON BUN" now doing ferry work from Blake Pier, need investment for Energetic Man. For particulars and price, apply to—
"X. Y. Z."
Care of "Daily Press" Office.
Hongkong, 12th May, 1906. [1054]

TO LET AT KOWLOON.

NO. 4, LYEMOON VILLAS. A Five-roomed House, with joint use of Tennis Court. Possession from 1st July next.
Apply to—
"L. A. C."
Care of "Daily Press" Office.
Hongkong, 12th May, 1906. [1045]

VACANCY.

APPLICATIONS are invited for the appointment of a FEMALE PROBATIONER NURSE, which will be vacant on the 1st of June next, in the MEDICAL DEPARTMENT of Hongkong.

Applicants must be of British Parentage and not under Twenty-five years of age. Applications, with certificates of character, etc., should be forwarded to the PRINCIPAL CIVIL MEDICAL OFFICER, at the Civil Hospital, not later than Noon of the 25th instant.

Salary, etc., \$480 rising by annual increments of \$60 to \$840 per annum, with uniform, attendance, free furnished quarters and an allowance of \$85 per annum for fuel and light.

Full Particulars may be had on application.

By Order,
FRANCIS CLARK,
Principal Civil Medical Officer.
Medical Department.
Hongkong, 12th May, 1906. [1058]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"HAITAN"

Captain J. S. Roach, will be despatched for the above Ports on TUESDAY, the 15th inst., at 10 A.M.

For Freight or Passage apply to
DOUGLAS LAPIER & Co.,
General Managers.
Hongkong, 11th May, 1906. [1061]

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAJA & MACASSAR (taking cargo to all ports in Netherlands India on through Bill of Lading).

THE Steamship

"JILLIWONG"

Captain Jarrissian, will be despatched for the above Ports on or about the 24th inst.

For information as to Freight and Passage, apply to the

Head Agent of the
JAVA-CHINA-JAPAN LINE,
(York Building, 1st Floor).
Hongkong, 11th May, 1906. [1062]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"HYSON AND GLAUCUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 11th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 10.30 A.M. on the 17th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 20th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th May, 1906. [9-10]

FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA"

Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 11th May, 1906. [1053]

NEW ADVERTISEMENT

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TYDEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 12th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 18th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 21st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th May, 1906. [9-10]

WANTED

WANTED.

CLERK Wanted, Quick Writer and able to Correspond.

Apply to—
ROBINSON PIANO Co.,
Hongkong, 10th May, 1906. [1047]

WANTED.

POSITION, from 1st October next, by Young German, having five years Experience in Solingen and Hamburg Export Trade.

Apply to—
"W. K. 24,"
Care of "Daily Press" Office.
Hongkong, 10th May, 1906. [1043]

WANTED.

TO BUY AUSTRALIAN WATER PONY.

Care of "Daily Press" Office.
Hongkong, 10th May, 1906. [1041]

DOCTOR WANTED.

TO act as SURGEON on an Emigrant Steamer.

For Particulars, apply to
C. DE CHAMPEAUX,
Agent Messageries-Maritimes Co.
Hongkong, 9th May, 1906. [1044]

DOCTOR WANTED.

TO act as SURGEON on an Emigrant Steamer.

For Particulars, apply to
BUTTERFIELD & SWIRE,
Hongkong, 23rd April, 1906. [945]

SHANGHAI MUNICIPAL NOTIFICATION.

VICTORIA NURSING HOME.

THERE are VACANCIES for TWO PROBATIONERS at the Home, who will be required to devote themselves during a period of training of three years, to the attainment of a knowledge of NURSING.

Particulars may be obtained from, and applications should be made in writing to, the HEALTH OFFICER, 1, Hsuan Road, Shanghai.

By Order,
W. E. LEVISON,
Secretary.
Council Room,
Shanghai, 1st May, 1906. [1033]

HONGKONG GYMKHANA CLUB.

THE SECOND MEETING of the SEASON will be held at the HAPPY VALLEY, TO-DAY (SATURDAY), the 12th inst., commencing at 3.30 P.M.

The charge of Admission will be \$1.00 for other than Members of the Hongkong Jockey or Gymkhana Clubs.

The COMMITTEE invite the Ladies of Hongkong to be present.

Post Entries will be accepted for events Nos. 2 and 4.

C. G. MACKIE,
Hon. Secretary.
Hongkong, 8th May, 1906. [1032]

NOTICE.

TAKE NOTICE that from and after This Date, all Receipts for Payments for Goods obtained from the Undersigned Firm must be signed by Mr. H. T. CHUNYUT, Manager, only on behalf of this Firm until further notice.

Dated this 11th day of May, 1906.

WING SUN & COMPANY,
Tailors and Outfitters.
1056 No. 54, Queen's Road Central.

MITSU BISHI GOSHI-KWAISUA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

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All Letters Addressed—

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with name of place under.

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SHANGHAI, HONGKONG AND HANKOW.

AGENTS:

YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takashima, Ochi, Shinnew, Namagata and Kani-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Suen Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, Pedder Street.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-DAY (SATURDAY), the 12th May, 1906, at 2.30 P.M. for Account of the Consignor, at the Residence, No. 2, Antrim Villas, Des Vaux Road, Kowloon.

A Quantity of Valuable FURNITURE, CARPETS, RUGS (Large and Small), PICTURES, ENGRAVINGS, FILTER, GLASSWARE, &c., &c.

A VICTORIA GRAMAPHONE, in Perfect Condition.

Terms:—As usual.

On View from Friday, 11th May.

F. KIENE,
Auctioneer.
Hongkong, 3rd May, 1906. [1010]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Consignor at his SALES ROOMS, No. 2, Zetland Street, On TUESDAY, the 15th May, 1906, at 11 A.M.

FLOWER BULBS, a quantity of JUGE, TEA SETS, WATER BOTTLES, MUSLIN, LIN, WHISKY, *** BRANDY and a Lot of Miscellaneous Goods.

Terms:—As usual.

F. KIENE,
Auctioneer.
Hongkong, 11th May, 1906. [1051]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On THURSDAY, the 14th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon.

COMPLETE CEMENT FACTORY, originally intended to be put up at the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Citizen Anatoly Charnikowitch Totjinkov, of Sakrawa.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of:—

LOCOMOBILES ... (Wolff, Magdeburg).

MILLING MACHINES ... (Smith, Copenhagen).

COOLING INSTALLATIONS (Air Fan, &c.).

ELECTRIC ... (Allg. Elec. Comp.).

TRUCKS, &c. ... (Oronsat & Kopp).

&c., &c., &c.

All in all the whole plant is very nearly the same as the Factory Kjekskorsholm, near Malmo, in Sweden.

Specifications of the Machines and Accessories as well as any further information may be obtained from—

SIEMSEN & Co.,
Hamburg & Hongkong,

and **LAWYER BUBNOFF,**
in St. Petersburg.

Wassili O. tow,
4 Lido, Haus No. 3,

as well as from the Auctioneers, Messrs.

HUGHES & HUGH,
Hongkong, 1st May, 1906. [997]

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1905. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office.

Hongkong 24th Feb. 1906

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 20th September 1905. [673]

FIRST-CLASS BOARD AND RESIDENCE at

"BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road (late of "Fang Yuen"). [4]

Hongkong, 27th June, 1905.

BOARD AND RESIDENCE.

ONE LARGE FRONT BEDROOM with Board for one or two Gentlemen.

Apply at—
No. 2, KNUTSFORD TERRACE, Kowloon.

Hongkong, 23rd March, 1906. [704]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.

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Sole Importers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal Iron and Steel Merchants.

57 & 59, Connaught Road, New Praya Central.

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Office of the Company in ALEXANDRA BUILDINGS, 3115 DAY (SATURDAY), the 12th inst., at 11.30 A.M. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1905.

The REGISTER of SHARES will be CLOSED from WEDNESDAY, the 9th inst., to TUESDAY, the 15th inst., both days inclusive, during which period no Transfer of Shares will be Registered.

JOHN HUMPHREYS & SON,
General Managers.
Hongkong, 12th May, 1906. [1063]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY GENERAL MEETING of the Shareholders will be held at the Co's Office, St. George's Building, THIS DAY (SATURDAY), the 12th May, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1906, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 28th April to 12th May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 12th May, 1906. [926]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of 1/- per Share free of tax for account of the Twelve months ending last February, has been declared by the Directors of the above Company. Coupon No. 6 is payable immediately at the CHANGHAI BANK OF INDIA, AUSTRALIA AND CHINA, and the RUSSO-CHINESE BANK, at Tientsin and Shanghai.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 1st May, 1906. [1009]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.,
Hongkong, 3rd October, 1905. [45]

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floor with Godowns can be let separately or see Apply to—
CHUNG SHUN KOO,
First Floor, No. 10, Queen's Road Central
Hongkong, 19th July, 1905. [81]

TO LET.

LARGE WELL FURNISHED BED-ROOM, with or without Board, on Higher Level, suit Married Couple or 2 Bachelors.

Apply to—
"F. B. C."
Care of "Daily Press" Office.
Hongkong, 11th May, 1906. [1057]

TO LET.

SEYMOUR ROAD LOWER, No. 31.

STONEHAVEN, Robin-on Road, No. 35.

TANG YUEN, Macdonnell Road, No. 18 (5 Rooms).

No. 59, CAINE ROAD.

ICE HOUSE STREET, No. 6 (1st Floor, 5 Rooms).

PRAYA EAST, No. 91, Top Floor (Godown).

Apply to—
SAM WANG CO., LD.,
81, Queen's Road Central.
Hongkong, 6th February, 1906. [366]

TO LET.

No. 3 and 4, "FAIRVIEW," ROBINSON ROAD, Kowloon.

2ND FLOOR No. 12, Queen's Road Central, Kowloon Marine Lot 47 with Wharf.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 23rd March, 1906. [501]

TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon.

No. 5, GARNETT AVENUE, Kowloon.

No. 7, EAST TERNET, Kowloon. Furnished for 4 months from 1st May next.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.,
Agents.
Hongkong, 4th April, 1906. [390]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE,
Secretary.
Hongkong, 1st June, 1905. [110]

TO LET.

No. 15, KNUTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 2nd December, 1905. [77]

TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and Macdonnell Roads.

For full particulars, apply to—
LINSTEAD & DAVIS,
Alexandra Buildings, 3rd Floor.
Hongkong, 17th February, 1905. [82]

TO LET

TO LET.

HONGKONG HIGH-LEVEL TRADING COMPANY, LIMITED.
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	8.00 a.m.	Every 10 minutes.
8.30 a.m.	9.30 a.m.	Every 15 minutes.
9.30 a.m.	10.30 a.m.	Every 15 minutes.
10.30 a.m.	11.30 a.m.	Every 15 minutes.
11.30 a.m.	12.45 p.m.	Every 15 minutes.
12.45 p.m.	1.15 p.m.	Every 15 minutes.
1.15 p.m.	1.45 p.m.	Every 15 minutes.
1.45 p.m.	2.15 p.m.	Every 15 minutes.
2.15 p.m.	3.00 p.m.	Every 15 minutes.
3.00 p.m.	4.00 p.m.	Every 15 minutes.
4.00 p.m.	5.00 p.m.	Every 15 minutes.

8.45 p.m. & 9.00 p.m. Every 15 minutes.
Extra cars at 11.30 p.m. and 11.45 p.m.
SUNDAYS.

9.00 a.m.	9.00 a.m.	Every 15 minutes.
9.30 a.m.	9.30 a.m.	Every 15 minutes.
10.00 a.m.	10.00 a.m.	Every 15 minutes.
10.30 a.m.	10.30 a.m.	Every 15 minutes.
11.00 a.m.	11.00 a.m.	Every 15 minutes.
11.30 a.m.	11.30 a.m.	Every 15 minutes.
12.00 p.m.	12.00 p.m.	Every 15 minutes.
12.30 p.m.	12.30 p.m.	Every 15 minutes.
1.00 p.m.	1.00 p.m.	Every 15 minutes.
1.30 p.m.	1.30 p.m.	Every 15 minutes.
2.00 p.m.	2.00 p.m.	Every 15 minutes.
2.30 p.m.	2.30 p.m.	Every 15 minutes.
3.00 p.m.	3.00 p.m.	Every 15 minutes.
3.30 p.m.	3.30 p.m.	Every 15 minutes.
4.00 p.m.	4.00 p.m.	Every 15 minutes.
4.30 p.m.	4.30 p.m.	Every 15 minutes.
5.00 p.m.	5.00 p.m.	Every 15 minutes.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & CO.
Liquidators.

Hongkong, 13th July, 1906. 769

SIENTING.

SURGENT DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Hongkong, 21st September, 1905. 688

報新外中港香

CHUNG NGOI SAN PO
(Chinese Daily Press).

PUBLISHED DAILY.

the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for nearly FIFTY YEARS. Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translations free) can be obtained at the Office, 10, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical colloquial Chinese.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

for Demand Drafts on London on the day of or preceding the departure of the British Mails also Table of Yearly Approximate Averages FOR 31 YEARS.

FROM

1874 to 1904.
Price \$2 Cash. On Sale at the "Daily Press" Office, or Local Booksellers.

A SAFE REMEDY
FOR ALL
SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it professes to do—it CURES SKIN AND BLOOD DISEASES PERMANENTLY.

Clarke's
Blood
Mixture

IS THE FINEST BLOOD PURIFIER
EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCROFULA, SCURVY, RHEUMATISM, SPOTS, BLACKHEADS, PIMPLES, ULCERS, ETC., AND ALL SKIN AND BLOOD DISEASES. SORES OF ALL KINDS.

It is a safe and permanent remedy.

It is the only real specific for Gout and Rheumatism, for it removes the cause from the blood and bones.

NOTE. This mixture is pleasant to the taste and is entirely free from anything injurious to the most delicate constitution of either sex, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value.

Thousands of wonderful cures have been effected by it.

Tried many things without benefit until I took CLARKE'S BLOOD MIXTURE. Mr. F. E. Lewis, 48 Bridge Street Row, Chester, writes:—Just a line in favour of Clarke's Blood Mixture. I had a skin for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful "Clarke's Blood Mixture."—June 31, 1905.

Sold by all Chemists and Patent Medicine Vendors throughout the World.

ASK FOR...

CLARKE'S BLOOD MIXTURE

unlike other worthless imitations and substitutes

Apollinaris

"The Queen of Table Waters."

SUPPLIED UNDER ROYAL WARRANTS

OF APPOINTMENT TO

His Majesty King Edward VII.

AND

His Royal Highness the Prince of Wales.

327-1

WHAT IS WHISKY?

This question is still regarded as topically important. The following paragraphs from a pamphlet entitled "Scotch Whisky and Common Sense" convey eminently authoritative opinions. What is "all malt whisky" and what is "grain whisky"? "All malt whisky" is made entirely of malted barley distilled in the old-fashioned pot still. "Grain whisky" is made from a mixture of 15 to 25 per cent malted barley and the remainder unmalted oats, rye, maize and barley distilled in a patent Coffey still. An editorial in the *Edinburgh Medical Journal* says: "Most pure malt whiskies contain too large a proportion of volatile ethers to be easily digested and assimilated, while, mixed with a small proportion of very old grain spirit, they are rendered not only more palatable, but also more suitable for a weak stomach. Accordingly, though on theory the physician would be right in saying that a spirit which contains a large number of volatile ethers would be the best as a cardiac or lung stimulant, yet he would have to remember that such a stimulant in its pure state is not easily borne except by the strongest of stomachs, and requires a proportion of old grain spirit, which chemically is much purer owing to the high distillation which it undergoes. Finally let it be repeated that the primary requisites of a whisky are age and absence of adulteration in the one, and a style so exactly represented by Mackie's 'White Horse' as to be years old, for which Messrs. James, Crawford and Co. are the agents." A high-class blend should have considerable flavour, and this it obtains from the Highland Malt in it. Its character, however, is lost if it contains too great a proportion of grain whisky. All the cheap blends have too much grain; the lowest class are all grain. These are the blends that are so often denounced as they damage the reputation of good Scotch. A valuable beverage for invalids, easy of digestion and having great fattening properties, is sweet milk and Roebach or other mineral water, equal parts, with a glass of 'White Horse' added. This is strongly recommended for those anxious to put on weight. The fact that there is at present in bond some 122,000,000 gallons, while years ago, when Scotch Whisky came into fashion, there were only 65,000,000 gallons in the best guarantee that it is from the quality falling off, it is a fact beyond contradiction that the older Scotch Whisky can be had at the present moment than at any previous time. The proprietors of Mackie's 'White Horse' are engagingly terse on the subject. They say: "The subject cannot be more plainly and more honestly put, and if the public like to be induced to what they drink, and swallow any rubbish given them, it is to their detriment, and not to the benefit of the whisky. If it is to be drunk at all, it must be good, unadulterated and mature. Good old whisky cannot be sold at less money, and people who cannot afford to pay the price should become total abstainers."

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, May 11th:—We have no special features to report this week; the same circumstances continue to affect the market adversely, and business remains dull and the market more or less depressed. Exchange on London has further advanced during the week, and closes at 2 1/2 T.T.

BANKS.—Hongkong and Shanghai have continued quiet and shares offered at the reduced rate of \$35 failed to tempt buyers. At time of closing shares could probably be obtained at \$30, but the market is not pressed at that and closes fairly steady. Nationals remain unchanged and without business.

MARINE INSURANCE.—Unions continue in request, but even the enhanced rate of \$790 fails to bring out shares, and we have no sales to report. China Traders are still enquired for, but we have heard of no transactions, and the rate remains nominal. A small demand for Cantons at \$235 has not been met, and the market continues firm at that rate. The Northern Insurance remains unchanged and without local business.

FIRE INSURANCE.—Hongkong remains on offer with no buyers at quotation. Chinas are wanted in small lots at \$86, while larger lots cannot at the moment be placed.

SHIPPING.—Hongkong, Canton and Macao have ruled without change at \$25 and sellers, closing with no buyers over \$24, and continue neglected, with only very small sales at quotation. China Manilla have been placed during the week at \$20, \$21, \$22, \$23 and \$24, but close weaker with sellers at \$22. Douglas continues in a small demand at \$40, but buyers are not prepared to meet a small advance by sellers and the market closes unchanged. Star Pacific are enquired for at quotation, but we have heard of no sales. Shells remain unchanged and without business.

REFINERIES.—China Sugars continue neglected and the rate has further declined to \$172 without business. Luzous unchanged.

MIXING.—Rubs are enquired for in a small way at \$2 1/2, but we have heard of no sales.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have continued to rule weak, and we have no sales to report. Kowloon Wharves remain neglected and without business. Farman—now called "The Shanghai Dock and Engineering Co."—has ruled steady at \$15 without any local sales. New Amoy Docks are still enquired for at \$17.

LANDS, HOTELS AND BUILDINGS.—Hongkong lands have continued in demand at \$119 but none seem obtainable except at an advance. Hongkong Hotels have been placed at the reduced rate of \$15, but close with buyers at that rate. West Point, after a small sale at \$53, close with sellers at \$11; later, however, the demand slackening, the rate fell to \$11.00 with fair sales, and later to \$11.

COTTON MILLS.—Quotations from Shanghai give Ewas Tls. 74, Internationals Tls. 70, Lion King Mows Tls. 70 and Soy Chees Tls. 325. Hongkong have declined to \$15 with sellers.

MISCELLANEOUS.—China Borneo have found buyers at \$24 and \$27, closing with sellers at \$29. China Providents have changed hands at \$9. Watsons at \$12, and Powells at \$10, all closing with buyers at quotations. China Lights are enquired for at \$10. We have nothing else to report under this heading.

If two fretful, frowning, and unfatigable souls drag out hours and days months and years in one long, unbroken antagonism, is it at all possible to evolve from such conflict, such despair, anything but subtle deterioration of personal morality, and ultimate and irreparable injury to their children? North America Review.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chantant. Lait Chantant and Special Skin Tonic and Poudre Chantant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

THE TRADERS.

A SOUTH AFRICAN NIGHTMARE.

An Indian hawk squats under the gum tree on the opposite side of the road—a Surati, I fancy, despite his European suit and red fez. In one hand he holds a bunch of blackened, dangerous-looking overripe and particularly unwholesome bananas. He is gazing intently, suspiciously, at "Kitchan Kader," a fat Zulu house boy that these specimens represent absolutely the pick of the fruit at the morning market. He speaks with the eloquent conviction of the Eastern uttering an obvious falsehood. The fat Zulu succumb. His "fancy" finds a resting place in the greasy purse of the coolie. The Asiatic picks up his basket and goes in search of fresh victims.

And then suddenly I remember that in one of the best positions in Oxford Street, London, close to Frascati's I think, is a handsome Indian shop filled with the modern silks and embroideries of D. H. (also, how short of the beauties of the old "kincob" of Surat and Ahmedabad, once passing as currency in the East); the stereotyped Cutch silver ware, the brass work of familiar pattern, the carved wood and ivory.

Mark the shop well the next time you pass it. That London, civilised and ungodly, lawless, basket-maker is a properties in the same drama on the stage of the Empire. They are visible evidences of the wonderful race which troubles the soul of Africa, Asia, and many another British land. The London dealer and the Johannesburg coolie are brethren. They are of the Traders.

You cannot escape the Traders. They cross mountain and valley, sea and land. They can underlie and underlie anybody. They are monuments of a glorious, emboldened, of bluff.

[Here the writer describes his subject as he has encountered him in all parts of the world, in South Africa, East Africa, Las Palmas, and elsewhere. We omit for the sake of brevity.] Of such are the Traders. One thinks, thanks to Macaulay, of the British Indians as mild, helpless, cowardly. But they carry trade over the Pamirs; they are found on the Quetzaltenango route to Persia; with the courage of Sara Chandra. Due they cross the mountain passes to Tibet, Zanzibar, Mozambique and the East African hinterland are theirs; they trade in the West Indies; Cairo is full of them, and they are found at every halting place on the Nile; they compete with the most formidable of all the Traders, the Chinese, in the Straits and Malaya.

And here, far from the sea, on the upland of the subcontinent you find the Traders in every street. One is established close to the greatest hotel and aspires to a place at its porch; others are tailors, hawkers, dhobis. With them is the other great branch of the family of the Traders. The Chinese have the laundries, the grocers' shops, the ovens along the Reef. And after all the Chinaman is "la dernier ori" in the Traders. An English wholesale dealer on the Rand once passed in the suburbs of the Golden City, a Chinese, store in which condensed milk was marked up at a certain price. He guessed. The Chinaman was selling it at absolute rock bottom cost price, even when bought in large quantities. He went in.

"John," he said, more in sorrow than in anger, "How can you do that?"—he pointed to off-lying cases of milk—Where your profit?"

The Celestial smiled. "I sell the box for 3d," he said.

Wonderful people the Traders. At one end of their line is a man like the greatest coolie; at the other end like certain rich merchants whose business extends from London to Yokohama, who own mines, hotels, houses, land, ships.

The richest man in Natal began life as a coolie on a sugarcane estate; the wealthiest man in Portuguese East Africa is a Chinaman. Look again at that shop in Oxford Street, London. And when you do, offer up a small prayer for the English and Colonial stockholders who have to compete against the Traders.

CHURCH SERVICES.

St. Peter's Church, Queen's Road West. Fourth Sunday after Easter. Holy Communion 7.30 a.m. Morning prayer 11 a.m.—Venite, Alocut, Te Deum, Oakeley, Jubilate, Ouseley, Hymns, 45, 395, 540 and 637. Evening Prayer 8.30. Magnificat, Crotch; Nunc Dimittis, Tucker; Hymns, 307, 328, 403 and 21.

The Church launch baptising, will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police 10.30 and 6), returning afterwards. The "Answering Penitent" is the call flag. All the sittings are free and unoppressed. Visitors welcome. Books, etc., provided.

Sunday School 10—10.45 a.m.

CHRISTIAN Science Service, City Hall (Music Room), 11.15 a.m.

To soothe the Skin
smoothing under the effects
of a tropical sunCalvert's
Prickly Heat
Soap

is specially adapted. Though indispensable in cases of Prickly Heat (whence its name) and other irritation of the skin, it is also popular for bath and general toilet use all the year round, being antiseptic (10% Carbolic), perfumed and refreshing.

Sold by local Chemists and Storekeepers.
Made by T. C. Calvert & Co., Manchester, Eng.

64-2

MAKES THE SKIN
AS SOFT AS
VELVET

SAROLA

Removes all
ROUGHNESS,
REDNESS, HEAT,
IRRITATION, TAN, and
KEEPS THE SKIN
SOFT, SMOOTH, and WHITE
ALL THE YEAR ROUND.

Delightfully COOLING & REFRESHING
during the summer

Bottles 1/4, 1/2, and 2/6 each.
M. BEETHAM & SON, Cheltenham.

AN HOUR IN HAVANA

If the finest quality blend of HAVANA TOBACCO made by skilled scientific labour counts for anything,

THE YOUNG AMERICAN
CIGARS

Must be the best value in the WORLD.

THEY ARE

If you have

not tried them

directly buy a box at

ones from your Cigar Merchant.



AGENTS—

THE HOLLAND CHINA

TRADING CO.,

SHANGHAI, HONGKONG AND TIENTSIN.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL, 1st FLOOR.

OUR OWN BRANDS:

HOME BOTTLED:

GREGOR & Co.'s IMPERIAL HIGHLAND WHISKY ... \$10.00

CLUB No. 1 WHISKY ... 18.00

ROYAL OLD LIQUEUR WHISKY ... 24.00

TARRAGONA ... 9.00

OLD TAWNY PORT ... 11.00

18-1

THEATRE ROYAL

CITY HALL

LAST NIGHT,

MATINEE TO-DAY, 3.30.

CHANGE OF PROGRAMME.

THE GREAT THURSTON.

SPECIAL TRAMS WILL BE RUN TO THE PEAK AFTER THE PERFORMANCE.

WINFIELD BLAKE and Miss MAUD AMBER,

THE POPULAR COMIC OPERA STARS.

BOOKING FOR RESERVED SEATS, DRESS CIRCLE AND STALLS AT ROBINSON'S PIANO CO.

1021] H. P. LYONS, Touring Manager.

PACIFIC MAIL STEAMSHIP CO.

OCCIDENTAL & ORIENTAL

STEAMSHIP CO.

TOYO KISEN KAISHA.

SAN FRANCISCO EARTHQUAKE.

PASSENGERS desiring to pass through SAN FRANCISCO are hereby informed that our Railroad connections and terminals have suffered NO INJURY whatever, from Earthquake or Fire.

We are prepared to handle all traffic with the same facility and despatch as in the past. Passengers will be furnished accommodation on our Steamers until the departure of Trains. Every care and attention will be bestowed on the travelling public by the officials of these Companies, affording an opportunity to witness the City of San Francisco in its present state.

S. SILVERSTONE,

AGENT.

1031

Hongkong, 9th May, 1906.

Ask for

BOVRIL

insist on getting

BOVRIL

and drink

BOVRIL

for there is nothing like

BOVRIL

1570-1

A CHALLENGE!
A CHALLENGE!

Only the BEST QUALITY FATS and the
FINEST BULGARIAN VIRGIN OTTO of
ROSES are used in the manufacture of

TOILET VINOLIA SOAP,

and we challenge anybody to prove the contrary.

VINOLIA CO., Ltd.,
Soapmakers to the King.

2874-3

USE ONLY and USE ALWAYS

ATKINSON'S

MOST
REFRESHING.

A LUXURIOUS PERFUME
IN HEALTH.

Far Superior
to the
German Kinds.

A NECESSARY
RESTORATIVE
IN SICKNESS.

EAU DE COLOGNE

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries.

REBATED DR. LALOR'S TRADE MARK.

PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its world-wide reputation as the best and only safe reliable Phosphoric Cure for BRAIN WEAKNESS, PARALYSIS, SLEEPLESSNESS, DYSPEPSIA, NERVE, KIDNEY and LIVER Complaints, Hysterical Dreams, Premature Decay of Vital Power, General Debility, all Blood Disorders, and all Functional and Disease Conditions of the System, caused by the deficiency of the Vital Force.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the miserable feelings and distressing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above diseases with each Bottle.

HEALTH, STRENGTH & ENERGY

Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSHIRE, ENGLAND.

Agents in HONGKONG—A. S. WATSON & CO.

65

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA
AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"RHIPUS".....	On 17th May.
GLASGOW and LIVERPOOL...	"IDOMENEUS".....	On 23rd May.
GLASGOW and LIVERPOOL...	"AJAX".....	On 31st May.
GLASGOW and LIVERPOOL...	"MEMNON".....	On 7th June.
GLASGOW and LIVERPOOL...	"STENTOR".....	On 14th June.
GLASGOW and LIVERPOOL...	"PROMETHEUS".....	On 21st June.
GLASGOW and LIVERPOOL...	"PATROCLOS".....	On 28th June.
GLASGOW and LIVERPOOL...	"PINGSUEY".....	On 5th July.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"CALCHAS".....	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"MOYUNE".....	On 22nd May.
AMSTERDAM, LONDON and ANTWERP	"JASON".....	On 5th June.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION".....	On 19th June.
AMSTERDAM, LONDON and ANTWERP	"HYSON".....	On 26th June.
AMSTERDAM, LONDON and ANTWERP	"AJAX".....	On 3rd July.
AMSTERDAM, LONDON and ANTWERP	"PROMETHEUS".....	On 17th July.
AMSTERDAM, LONDON and ANTWERP	"PATROCLOS".....	On 24th July.
AMSTERDAM, LONDON and ANTWERP	"PINGSUEY".....	On 31st July.

Taking Cargo for Liverpool at London Rates.
Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"TYDEUS".....	On 12th May.
HAMA	"STENTOR".....	On 16th June.

WESTWARD.
TACOMA, SEATTLE, VICTORIA,
and PACIFIC COAST
For Freight, apply to
BUTTERFIELD & SWIRE,
HONGKONG, 12th May, 1906.
AGENTS. (914)

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
WEIHAU, CHEFOO & TIENSIN	"HUGHOW".....	On 14th May.
MANILA	"TAMING".....	On 15th May.
CEBU and ILOILO	"SUNGKIANG".....	On 15th May.
ZAMBOANGA	"TINIAN".....	On 31st May.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
HONGKONG, 9th May, 1906.
AGENTS. (11)

OSAKA SHIOSEN KAISHA.

FOR	STEAMERS	TO SAIL
TAMSWI VIA SWATOW AND AMOY	"DAIJI MARU".....	SUNDAY, 13th May.
TAMSWI VIA SWATOW AND AMOY	"DALIN MARU".....	SUNDAY, 17th May.
ANPIN VIA SWATOW AND AMOY	"MAIDZURU MARU".....	WEDNESDAY, 16th May, A.M.
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"AKASHI MARU".....	THURSDAY, 17th May, A.M.

These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivaled Table.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's Office, Branch Office
Second Floor, No. 1, Queen's Building.
HONGKONG, 8th May, 1906.
T. ARIMA, Manager. (14)

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT.....	9,606	T. W. Garlick	On 26th May.
LYRA.....	4,417	G. V. Williams	On 3rd July.
SHAWMUT.....	9,606	E. V. Roberts	On 27th July.
TREMONT.....	9,606	T. W. Garlick	On 22nd August.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
QUEEN'S BUILDINGS.
HONGKONG, 25th April, 1906.
GENERAL AGENTS. (7)

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS IN THE
LEVANT, BRACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES	FREIGHT & PASSENGERS
"SILVIA" (HAMBURG, BREMEN and HAMBURG)	On 14th May	Freight & Passengers
"JSTRIA" (MARSEILLES and HAMBURG)	On 15th May	Freight.
"CAPT. GILBERT" (MARSEILLES, HAVRE and HAMBURG)	On 1st June	Freight.
"CAPT. MEYER" (HAMBURG, BREMEN and HAMBURG)	On 3rd June	Freight.
"ANDALUSIA" (HAMBURG, BREMEN and HAMBURG)	On 14th June	Freight.
"ACILIA" (HAMBURG, BREMEN and HAMBURG)	On 28th June	Freight.
"RHENANIA" (HAMBURG, BREMEN and HAMBURG)	On 12th July	Freight & Passengers

Special attention of intending Passengers is drawn to the splendid accommodation of these
steamers. Saloon and cabins amply lit. Lighted throughout by electricity. Daily qualified
doctor is carried.
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE, KING'S BUILDING.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, GOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ HEINRICH.....	WEDNESDAY 23rd May
ROON.....	WEDNESDAY 29th May
PREUSSEN.....	WEDNESDAY 5th June
ZIETEN.....	WEDNESDAY 12th June
GNEISENAU.....	WEDNESDAY 19th June
HAVERN.....	WEDNESDAY 26th June
PRINZ REGENT LUTPOLD.....	WEDNESDAY 3rd July
PRINZ EITEL FRIEDRICH.....	WEDNESDAY 10th July
SACSEN.....	WEDNESDAY 17th July

ON WEDNESDAY, the 23rd day of MAY, 1906, at NOON, the Steamship
"PRINZ HEINRICH," Captain P. Gensch, with MAILS, PASSENGERS, SPECIE
and CARGO, will leave this Port at noon, calling at NAPLES and GENOA.
Shipping Orders will be granted till noon, on MONDAY, the 21st May. Cargo and
Specie will be received on Board until 5 p.m. on TUESDAY, the 22nd May, and Parcel
will be received at the Agency's Office until noon, on TUESDAY, the 22nd May.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcel should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	251 0 0	142 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ
VIA NAPLES, GENOA OR GIBRALTAR
return 115 0 0 79 0 0 47 0 0
VIA BREMEN OR SOUTHAMPTON
return 129 0 0 89 0 0 49 0 0
In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair
and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERCEPTION OF THE TOUR TO INDIA:
Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
WILLEHAD.....	4763 tons..... TUESDAY, 29th May.
PRINZ WALDEMAR.....	3227 tons..... TUESDAY, 26th June.
PRINZ SIGISMUND.....	3302 tons..... TUESDAY, 24th July.

ON TUESDAY, the 29th MAY, at NOON, the Steamship "WILLEHAD," Captain
Obenauer, with Mails, Passengers and Cargo, will leave this Port at noon.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA.....	\$30.00	\$20.00	\$10.00
TO NEW GUINEA.....	\$25.00	\$15.00	\$8.00
TO BRISBANE.....	\$20.00	\$12.00	\$6.00
TO SYDNEY.....	\$25.00	\$15.00	\$8.00
TO MELBOURNE.....	\$30.00	\$18.00	\$10.00
TO YOKOHAMA.....	\$35.00	\$20.00	\$12.00
TO KOBE.....	\$40.00	\$22.00	\$14.00
TO YOKOHAMA and back from KOBE	\$140.00	\$100.00	\$60.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBIA by Imperial Mail Steamer 497 0 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 95 0 0.
From Australia to New York via Vancouver by the P. & O. Co's steamers, or via San
Francisco by the O. & S. S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

EUROPEAN & AUSTRALIAN SERVICE.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN.....	Wednesday, 23rd May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN.....	Wednesday, 6th June.
YOKOHAMA and KOBE	PRINZ WALDEMAR.....	Wednesday, 6th June.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to NEW YORK by the C.P.R. Co's steamers P.M.S.S. Co., & O.S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—
1st Class
To Bremen..... £82 0 0.
To London via Plymouth or Southampton..... 63 10 0.
To Paris via Cherbourg..... 65 0 0.
To Naples, Genoa via Gibraltair..... 65 0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELOHEES & CO., AGENTS.
HONGKONG, 1st February, 1906. (6)

"SHIRE" LINE OF STEAMERS.

MARSEILLES, LONDON & ANTWERP.

THE Steamship
"MERIONETHSHIRE,"
will be despatched for the above Ports on or
about the 10th May.
For Freight and Passage apply to
SHEWAN, TOMES & CO.,
AGENTS.
HONGKONG, 12th April, 1906. (871)

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship
"FLINTSHIRE,"
will be despatched for the above Ports on
SUNDAY, the 20th May.
For Freight and Passage, apply to
SHEWAN, TOMES & CO.,
AGENTS.
HONGKONG, 6th April, 1906. (824)

VESSELS ON THE BEATH

FOR SINGAPORE & CALCUTTA.

THE Steamship
"ESKDALE,"
will be despatched for the above Ports on
TUESDAY, the 15th inst. p.m.
For Freight, apply to
A. M. ESSABROY,
Agent.
HONGKONG, 10th May, 1906. (1053)

FOR VLADIVOSTOK.

THE Steamship
"ORANGE BRANCH" 3435 Tons.
will be despatched for VLADIVOSTOK
about the end of May, to be followed by
"MAORI KING."
"VINE BRANCH" 3442 Tons.
For Freight, etc., apply to
DODWELL & CO., LTD.,
AGENTS.
HONGKONG, 21st April, 1906. 1938

SHIPPING IN PORT.

STEAMERS.

ADMIRAL DE BRAMONT, French str., Offert,
2nd May—Haiphong 25th April—Wilks
and Jack.

ANGLO SAXON, British str., 2371, Charles
Moore, 8th May—Cardiff 16th Mar. Coal
—Order.

ATLANTIC, American str., 961, J. Garvin, 6th
May—Hilo 1st May, Sugar.—Order.

BORNEO, German str., 2165, F. Somhill, 4th
May—Sandakan 29th April, Timber.—
Melchers & Co.

BOURBON, French str., 997, Le Bail, 10th
May—Saigon 6th May, General.—Chinese.

BRAND, Norwegian str., 1520, M. Evensen, 22nd
Mar.—Chinkiang 14th March, General.—
Chinese.

CHONGKANG, British str., 1424, T. W. Selby,
5th May—Shanghai 30th April and Swatow
4th May, General.—Jardine, Matheson
& Co.

CHUNSIANG, British str., 1418, R. Cox, 9th
May—Samarang 30th April, Sugar.—
Jardine, Matheson & Co.

CLARA JESSEN, German str., 1103, J. Jeverson,
7th May—Bangkok 30th April, Rice.—
Jessen & Co.

DAIGO MARU, Japanese str., 1508, S. Tagami,
9th May—Swatow 8th May, General.—
Osaka Shosen Kaisha.

DAPHNE, German str., 1225, E. Schipper, 10th
May—Saigon 6th May, Rice and General.—
Hamburg-Amerika Linie.

DERWENT, British str., 1600, Jenkins, 2nd
May—Chinkiang 27th April, Rice and
General.—Chinese.

EMMA LUYKEN, German str., 1159, Grouard,
4th May—Saigon 30th April, Rice and
General.—Chinese.

ESKDALE, British str., 2395, G. W. Duff, 8th
May—Moji 2nd May, General.—A. M.
Essabroy.

FALK, Norwegian str., 1399, G. M. Gudram,
5th May—Bornd 25th April, Timber.—
Sander, Wieler & Co.

FRIGER, German str., 538, R. Wegner, 6th May
—Wakamatsu 30th April, Coal.—Sander,
Wieler & Co.

FRI, Norwegian str., 863, C. Waga, 10th May
—Chinkiang 5th May, Rice.—Agard,
Thomson & Co.

GREGORY ARAU, British str., 2461, S. H.
Belen, 4th May—Calcutta via Straits 25th
April, General.—D. Sisson & Co.

HAIPHONG, French dredger, Panuier, 2nd
May—Haiphong 25th April.—Wilks and
Jack.

HANS WAGNER, German str., 965, Kagemann,
3rd May—Hilo 29th April, Sugar.—Leute,
Wegner & Co.

HOPKINS, British str., 1359, J. M. Hay, 29th
April—Chinkiang and Wuhu 24th April,
Oil and Rice.—Jardine, Matheson & Co.

HUE, French str., 715, Gidman, 7th May—
Haiphong and Kwangchow 6th May,
Pigs and General.—A. R. Marty.

HOCHOW, British str., 1330, Wm. B. Brown,
9th May—Tientsin and Chefoo 29th April,
General.—Butterfield & Swire.

KWANGSIE, Chinese str., 1468, R. Lincoln,
6th May—Shanghai 2nd May, General.—
Chinese.

KWANGSIE, British str., 1238, A. Stolt, 30th
April—Watu 26th April, Rice.—Butter-
field & Swire.

LAISANG, British str., 3460, P. M. B. Lake,
9th May—Calcutta 24th April and Singa-
pore 3rd May, General.—Jardine, Matheson
& Co.

LYEMOON, German str., 1925, Th. Leh-
mann, 9th May—Wuhu 5th May, Rice.—
Siemssen & Co.

MADEIRA, German str., 1600, H. Harjes, 9th
May—Bangkok 1st May, Rice.—Butter-
field & Swire.

MADAGASCAR, German str., 1600, S.
Simonsen, 7th May—Bangkok 27th April,
Rice.—Butterfield & Swire.

MANDAL, Norwegian str., 1194, E. Eriksen,
8th May—Chefoo 3rd May, General.—
Chinese.

MAUSANG, British str., 1041, R. Houghton,
6th May—Sandakan 3rd May, Timber and
General.—Jardine, Matheson & Co.

POWATAN, British str., 1846, W. K. Turner,
6th April—Moji 31st March, Coal.—Dod-
well & Co.

RAABURU, German str., 1189, Rosiepy, 5th
May—Bangkok and Hoihow 4th May, Rice
—Butterfield & Swire.

RENOUVE, French steamer, Chartis, 2nd May
—Haiphong 25th April—Wilks and Jack.

RUH, British str., 1611, D. J. Lawson, 7th
May—Manila 5th May, General.—Shewan,
Tomes & Co.

SAINT BUILD, British steamer, 2514, W.
Nicoll, 20th April—Cardiff 8th March,
Coal.—Government.

SANDAKAN, German str., 1793, Wenzig, 5th
May—Bangkok 28th April, Rice.—N.D.L.

SHANGHAI, British str., 1078, J. R. Scott,
8th May—Saigon 3d May, Rice.—Chinese.

SIBERIA, American str., 5655, A. Zeeder, 7th
May—San Francisco 7th April and Yoko-
hama 28th April, Mails and General.—
P. M. E. S. Co.

SUNGKIANG, British str., 1021, Pennethor,
24th April—Hilo 20th April, Sugar.—
Butterfield & Swire.

TAIYU, German str., 1065, Ueberloft, 12th
April—Swatow 11th April, Ballast.—E. A.
Trading.

TALTAH, British str., 2708, W. Davison, n.n.n.,
4th May—Vancouver 3rd April, General.
—C.P.R. Co.

YUENKANG, British str., 1128, T. Mooney, 7th
May—Manila 4th May, General.—Jardine,
Matheson & Co.

ZOROASTER, British str., 2383, John Evan,
7th May—Christmas Island 28th April,
General.—Mitsui Bussan Kaisha.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. E. La T. Leatham,
"Shanghai"

Andromeda, cruiser, 11,000 tons, 16 guns, 1,650
h.p., Capt. Nelson Ommamony, en route
Colombo

Astraea, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 h.p., Captain C. L. Vaughan-Lee,
Shanghai

Brumby, gunboat, 710 tons, 930 h.p., Lieut. E.
C. W. Davison, Yangtze

Britomart, gunboat, 710 tons, 900 h.p., Lieut.
W. L. Bamber, Yangtze

Cadmus, British sloop, 1,070 tons, Comdr. H.
du Cane L

ROUND THE EMPIRE.

The World announces:

With a view to assisting those of our readers who are interested in the problem of Imperial Defence, the editor of *The World* has arranged for a series of letters which are to be written by a member of *The World's* staff from the principal points of strategic and commercial importance along the main highway round the Empire. The outward journey will be by the Mediterranean Sea, Suez Canal, and Aden, to Singapore, Hongkong, and Shanghai, thence to Japan, and back to England through Canada. For the purpose of the letters it is not proposed to go off British territory, or that belonging to, or under the political control of, our Japanese Allies—the British settlements in the Treaty Ports of China being regarded as part of our territorial Empire, inasmuch as the King's subjects, while living in these settlements, come under the jurisdiction of their own consuls, and are not amenable to Chinese law.

One of the primary purposes of the letters will be to examine the conditions under which communications along this British highway can be maintained with Japan in the event of a maritime war with one or more of the great Powers of the world. The existing strategic situation in the Mediterranean, as modified by recent events, will first be explained, after visits to Gibraltar and Malta, together with arrangements which will fall to the share of the Egyptian Government under the provisions of the International Convention of 1885 for keeping open the Suez Canal in time of war. The political and geographical situation in the Red Sea, as between Great Britain, France, Italy, and Turkey, will next be discussed, and place some up-to-date notes will be forwarded regarding Persian Gulf politics with special reference to the proposed Gorman railway through Mesopotamia to the head of the Gulf. The next letter will be written after visiting Singapore—the gateway into the Pacific, and constituting one of the most important strategic posts of the Empire. From there these routes will be followed to Hongkong, the great commercial emporium and British stronghold in the Far East. Shanghai, the Liverpool of China, will be the next halting-place; and from there it may be worth while to go up the Yangtze river as far as Hankow, which has just been connected by railway with Peking, and which promises in the near future to develop into a Far Eastern Chicago. The political awakening of the Celestial Empire is manifest, and her reorganized army, which is daily growing in strength and efficiency, will soon have to be reckoned with as a dominating factor of the Pacific problem. In Japan friendly relations will be established with the Japanese press, and some past belated notes collected regarding the belligerent strength of our Allies should joint military operations ever become necessary in fulfilment of treaty obligations. On the other hand, there may be opportunity for calling at Honolulu, where to establish a fortified coaling station in furtherance of the policy of American expansion in Pacific waters. The next halt will be made at Port Victoria, the western terminus of the Canadian Pacific Railroad, which is perhaps the most important strategic thoroughfare of the Empire, as it certainly is the most commercially successful. During our correspondence stay in Canada, the military resources of the *domus* will be examined, and will be inquired into, and an account given of the progress made by the Canadian authorities in taking over charge from the Imperial Government of the local defences of the Dominion.

It is not possible to confine the proposed letters within the limits of purely naval and military considerations. The British people are traders first and fighters afterwards. Naval power is only the means to an end, which is peace and commercial expansion. The strength, not for the purpose of winning glory, but for the defence of our imperial dominions. It has been well remarked by a great student of British history, Captain Mahan, that a navy without merchant shipping is like a tree without roots—it soon withers away under the blast of war. It will be clearly necessary, therefore, to deal with questions of trade *pari passu* with those of strategy; the interdependence of the two being continuously kept in view. To what extent is it true that follows the dogma of territorial acquisition necessary, and legitimate for purposes of commercial expansion? what are the natural laws which regulate such expansion? has the *gensere* *Fant* (mailed list) policy of the German Emperor received the sanction of international moral law? what reciprocal relations ought to exist between the mother country and her colonies for purposes of commerce and defence?—these are kindred questions which will come up for consideration in the contemplated journey.

The letters will be descriptive and fact-stating rather than argumentative. When opinions are given, for the purpose of discussion, they will not be those of the writer, but of the expert authorities whom he may have been permitted to consult. Facts will be narrated just as they are, and, irrespective of their bearing on military or naval, or international politics, and "local, colonial, or international" questions, the simple common sense of the reader will be the guide to the discovery of error, where public opinion may help to remove. Extension as is the field which it is proposed to cover. The Editor, none the less, hopes that sufficient data may be collected to enable readers of *The World* to form a correct judgment in regard to some of these matters of Imperial interest, which have been so prominently brought before the country during the past few years, and which are still so clouded in the mist of controversy.

The first article, "the front door of the Mediterranean," was as follows:—

Gibraltar, March 20th.

Gibraltar is the first point of interest on the highway from England to the East, its strategic importance being obvious to the least instructed vision. Not only does the famous fortress lock the entrance door to the Mediterranean Sea, but it splits into two the naval forces of both France and Spain, separating them from the French coast, and from the Straits of Gibraltar. On many memorable occasions during the long maritime warfare of the eighteenth century the military value of Gibraltar was illustrated by a series of unmistakable strategic lessons. Notably was this so during the Seven Years' War, when the invasion of England, planned by the astute Choiseul, was defeated by Admiral Boscawen, who, stationed at Gibraltar, fell upon the French fleet while sailing from Toulon to Brest, and prepared an easy victory for Hawke over the Brest fleet in the Atlantic. It was the possession of Gibraltar which enabled a watch to be kept on the Mediterranean throughout the maritime struggle with the naval forces of the French Revolution, and baffled the efforts of the Allied Admirals to concentrate for a combined attack on the British fleet. When Admiral Boscawen sailed out of Brest in 1759 in order to carry succour to the French army in Egypt, Lord St. Vincent, from his look-out on Europe Point, saw the French ships passing through the Straits of Gibraltar, and immediately dispatched frigates to warn Nelson at Palermo and Keith at Cadix. On an critical occasion in 1805, two hours after Admiral Villeneuve had passed Gibraltar en route for the West Indies, one frigate was on its way to carry the news to London, and another to inform Lord Nelson, who was cruising off Sardinia, of the French Admiral's escape from Toulon. It is true that during the war of American Independence, when England was fighting with all her might to keep her position as mistress of the seas, Gibraltar was an incubus rather than a help; but the instinct of the British people to cling to possession of the Rock, and support the beleaguered garrison through all the gloom of the siege, was correctly inspired, and has been wholly justified by the events which followed, and which have led up to the existing situation in the Mediterranean Sea.

Geographically Great Britain is an interloper in the Mediterranean, commercially and strategically she has larger interests there than any other European power. One-third of the foreign trade of the United Kingdom comes along this island sea. During recent years, owing to the increasingly heavy shipments of wheat from Russia and India, this route has become the most important channel of wheat transportation to the British Isles. In 1904 nearly forty-five per cent. of the total supply of imported wheat reached our markets by the Mediterranean route. Seventy-six per cent. of the carrying trade through the Suez Canal is done by English merchant vessels. In the same year—the latest for which returns are available—two thousand six hundred and seventy-nine English ships (22,164,591 gross tonnage) passed through the Canal, Germany coming next with only five hundred and forty-two ships (2,736,097 gross tonnage). France had third with two hundred and sixty-two ships (1,137,105 gross tonnage), and other countries nowhere. Further, it must be remembered that we possess a hundred and twenty-six thousand six hundred and two Suez Canal shares, yielding an annual income of more than a million pounds, while the market value of these British shares—an always increasing asset—amounts at the present moment to more than thirty-one million pounds. These figures are sufficient to indicate the magnitude of British commercial interests in the Mediterranean Sea, and the corresponding necessity for protecting them.

The dominating strength of England's strategic position in the Mediterranean is undeniable. Through this sea lies the shortest way to India, Australia, and the Far East. Time means a great deal in commerce; it means everything in war. Only once since the capture of Gibraltar did England in a moment of emergency panic during the year 1797-98, evacuate the Mediterranean, with results which were warning for all future time. Apart from the heavy loss of trade—a loss which was accountable for that sudden depreciation of the currency which caused so much embarrassment to Mr. Pitt—the effect on the military situation was disastrous in its consequences. Napoleon was left master of the Mediterranean and of the gateway to Egypt. He seized Malta and overran Italy. No one realised the mistake made by this country at the time better than Napoleon himself. "The expulsion of the English from the Mediterranean," he wrote to the French Directory, "has had a great effect upon the success of our military operations. It has the greatest moral influence upon the minds of the Italians, assures our communications, and will make Naples tremble even in Sicily."

So long as we retain our sea-power we must retain our hold of the Mediterranean Sea. To state that we would be to commit a strategic suicide. Naval control of the Mediterranean means naval control all over the world. Working from this central cruising-ground, our naval commanders can strike north or south, east or west, according to political necessity. The presence of the British fleet in this inland sea blocks the way from Europe to the Pacific, and secures the safety of the Japanese advance. No European power can send warships into or out of the Mediterranean except by permission of the English people. The right to give or withhold this permission has been won on the sea, and can only be wrested from us by the destruction of our sea-power.

What are the naval dispositions for holding this sea-way? Three fleet units are maintained in commission in European waters—the Channel, the Atlantic, and the Mediterranean fleets. Each of these units consists of a cruiser squadron, a battle fleet, and a torpedo fleet. The Channel fleet consists at present of twelve battleships, with eleven cruisers and twenty-four destroyers; the Atlantic fleet, of eight battleships, with eight cruisers and six destroyers; and the Mediterranean fleet, of eight battleships, with seven cruisers and twenty-two destroyers. Besides these three fleets, no active commission there is always Reserve fleet, of ships of which can be mobilised in forty-eight hours, and are distributed among the home dockyards of Devon, or Portsmouth, and Chatham. This Reserve fleet consists of twelve battleships, twenty-eight cruisers, and seventy-one destroyers. The naval base of the Channel fleet is Portland; of the Atlantic fleet, Gibraltar; and of the Mediterranean fleet, Malta. When the harbours of Dover and Rosyth are completed the only safe alternative base for the Channel fleet in case of trouble in the North Sea, the destroyer flotilla being concentrated at Harwich, midway between the two bases; the Atlantic fleet moving up to Portland; and the Mediterranean fleet taking its place at Gibraltar. Conversely arrangements would be made should international necessity at any time require a naval concentration in Mediterranean waters.

The above-stated plan of naval defence has been in the mind of the Admiralty for the past twenty years, its final completion being now within measurable distance of realisation, due to the strenuous efforts made during recent years to carry out the vast shipbuilding programme necessitated by the strategic plan, together with the construction of secure naval bases for purposes of concentration. The local conditions under which Gibraltar now acts as the pivot base for the war distribution of one fleet will be discussed in a further letter written for next week's *World*.

A PEARLING VENTURE.

STRANGE OCCURRENCES.

Thursday Island, March 23.—A vessel recently picked up in Torres Straits with two starting Malays on board, was searched on arrival here. Papers showed that the vessel left Banda, Dutch Indies, with a Ma crew, a Manila diver, and a trader. The vessel was named *Primo*, but there was no trace left of the name. A quantity of parshell and a small quantity of diving material was found underneath the flooring.

Numerous marks on the deck are being examined with a view to ascertaining if they are blood stains.

The two Malays are in custody as prohibited immigrants.

It turned out that one of the men made a statement to another colored prisoner, with the Lord St. Vincent, that the Dutch Vice-Consul, obtained the following information. The prisoners were signed on at Banda with three other Malays (belonging to another island), a Philippine diver and a tender. After being at work a few days, and while the two prisoners were

working a pump, three other men fought the tender and killed him, and threw his body overboard. One of the three went to the lifeboat, but was prevented from raising the diver by another man, who cut the arrip, and left the diver to his fate. The diving pump gear was thrown overboard and the ketch was steered for the island to which the three men belonged who, it is alleged, murdered the diver and the tender. The two men who were left aboard the ketch, off Red Point, on the 18th inst. The prisoners will probably be extradited.

PETTICOAT POLITICS.

The following amusing sketch of the contest between the Marquis of Graham (U.) and Mr. Harold Pearson (L.) was sent by an *Express* special correspondent:—

SAXMUNDHAM, Monday Night.

The unofficial Unionist candidate, Lady Mary Hamilton, having recovered from her indisposition, yesterday again plunged into the thick of the most ladylike election of modern times. The official Liberal candidate, Mrs. Pearson, was also very active during the day.

For one very active day, an attack of influenza, Lady Mary performed a record feat of endurance. In all the motorised seventy miles in the cause of her duty, Lord Graham, visiting fourteen villages, making more speeches than can be recorded, and shaking hands with a persistence which would have tired the most robust President of the United States.

Lady Mary's progress was a triumphal one. Labourers gave up work for the day and sat by the roadside to await her coming.

On the 10th of course, numerous pretty incidents attended the tour. One occurred at Doleham, where the baker's wife presented her with a horseshoe for luck—a shoe from one of the famous Suffolk Punch stallions. In the same village Lady Mary called on an old lady who is a hundred and one years old.

It will be noticed that women alone figure in these incidents, and this is an illustration of the whole election, in which men counts for nothing, and the questions of China, Labour and the Education Act are not discussed.

The point, indeed, which the electorates is called upon to decide is one really of a Platonic character, and could Emil Reiss be called in, his opinion would virtually settle the election.

It is as well to make the point clear. It is this. Which is the more deserving of support, an engaged lady who is so devoted to her wishes to make her husband a winning present in the shape of a constituency, or a wife who is anxious to give her husband a seat in Parliament?

The lady canvassers for Lady Mary agree with the wives of the electors that devotion on the part of a fiancée is altruistic. On the other hand, the lady canvassers for Mr. Pearson argue that the spectacle of a wife fighting her husband's battles is a peculiarly noble one in this modern age.

It is a question which, of course, only women are qualified to decide, and the women of the Eye Division of Suffolk will decide it on Friday next. The men have given the problem up altogether.

Lady Mary has a 34-horse-power Mercedes, but then Mrs. Pearson has a 40-horse-power Daimler. Lady Mary carries considerable influence among a certain section of the women because her mother is a Duchess. On the other hand, Mrs. Pearson has a French maid who is evidently in a state of distress of her own. Yesterday Mary was content to wear a plain blue costume and a red tannet shawl, whereas Mrs. Pearson's costume was bewilderingly Parisian.

Last night three ladies arrived from Manchester to heckle Mrs. Pearson on the suffrage question, but Mrs. Pearson departed from the meeting with a smiling face, a powerful addition in the shape of a second Mrs. Pearson having arrived by the 7.10 train from town.

So far the contest has been singularly free from any ill-feeling. The only occasion when angry bitterness was displayed was when Mrs. Pearson with some heat quoted the famous lines:

"A lie which is all a lie may be 'ma' and fought with outright."

"But a lie which is part a truth, is a harder matter to fight."

This was occasioned by Lady Mary's agent, who had patronisingly referred to Mrs. Pearson as "a young gentleman of twenty-two summers." At this Mrs. Pearson was justly angered, because, as a matter of fact, Mrs. Pearson has turned his twenty-third birthday. Lady Mary's agent has confessed himself mistaken, and the all-important matter has been put right.

But for this incident and one or two equally immaterial everything has passed off with happy decorum, and up to a late hour last night no official scratchings were reported.

A BALLADE OF SPRING.

Winter has played his part. In sweet emotion

Spring, Queen of Fashions, comes with proud array:

"Mid mysteries unfathomed as the ocean

All womanhood prepares to own her way.

Mere man looks on, and marvels. Yesterday

My lady went in furs up to her eyes.

But now—O Modes of Rome!—Accolade!

She smiles at me, and mocks at my surprise!

I take up the lace, and what a subtle potion

Ere this, thus to become both grave and gay!

"Gloves should be long and crinkly." "Dainty

notion!"

"Skirts will be short this season." Come

away—

We tread forbidden ground. But softly,

steal—

The lady paper on my table lies:

"Our Fashion Column, edited by 'May'."

She smiles at me, and mocks at my surprise.

"Children" and "fichus" aid my mind's

corrosion.

"Tanks" and "accedion pleatings" turn

me grey;

"A dream" and "a sweet confession"—(my

devotion)

Is evanescent—"guipures," what are they?

"This worse than Esperanto or Malay."

My perseverance at this boggy ship—

Yet when—for her dear sake—I join the fray

She smiles at me, and mocks at my surprise!

O ladies all! how much more could I say!

But ballad rules are strict, and—when—

time flies—

"I'm waiting, dear!" In what bewitching way

She smiles at me, and mocks at my surprise!

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TELEGRAMS: "KEYMER, LONDON."

A CHILL IN THE KIDNEYS.

LEADS TO YEARS OF KIDNEY SUFFERING, STAGNANT BLOOD, BACK PAIN, BLURRED SIGHT, URINARY TROUBLES, ETC.

46, Madden's Buildings, Cork, Ireland.

Ten years ago I caught a bad chill in the kidneys, through getting drenched in a storm. For three months after I was so ill that I couldn't do a stroke of work. I was nearly paralysed with the awful pains across my back and in my loins. The secretions from the kidneys were highly coloured and unnatural; I lost my appetite, and the sight was blurred at times, I also had attacks of dizziness, and if I attempted to turn, the stab-like pains in my back were beyond description. How to lie in my bed I did not know, for the grinding pains in my back gave me no peace or rest. I always felt tired and fagged out, and in later years I became wasted away to a mere shadow.

Eight months or so ago I began using Doan's Backache Kidney Pills, and feeling them doing me good, I kept on with them. Within four weeks I was as strong and well as I had ever been, and there's been no return of my illness from that day to this. I gladly give my consent to your publishing these facts, and I would conclude by wishing every sufferer the success I have had with your medicine. (Signed,) Patrick Aherne.

Backache is really kidney-ache. It isn't the back itself that aches, but the kidneys, which lie just beneath the small of the back. When the back is weak and lame—when it "cricks" if you turn or stoop sharply when it burns, or spoils your sleep—give your kidneys help at once in Doan's Backache Kidney Pills, and see how quickly your back will grow strong and well, and how your general health will improve.

Doan's Backache Kidney Pills are a box of 100 for 6 boxes. To be had of all chemists and medicine dealers, or direct from the proprietor, the Foster-McClellan Co., 8, Wells Street, Chicago, London, England, post free on receipt of price. 59-25

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